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11.00 a.m. to 12.45 p.m. ... Every 10 minutes.
12.45 p.m. to 1.15 p.m. ... Every 15 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 3.15 p.m. ... Every 10 minutes.
3.15 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
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9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
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10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 12.00 Noon. ... Every 15 minutes.
12.00 Noon. to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 5.00 p.m. ... Every 10 minutes.
5.00 p.m. to 6.00 p.m. ... Every 15 minutes.
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THE MOST POPULAR WINE.

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Billiards, Tennis, Croquet, putting green and fine stabling for horses.

Proprietress, Mrs. G. SACHELIA.

Hongkong, 24th July, 1905.

MANAGER.

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Hongkong, 4th December, 1907.

Proprietress, Mrs. F. W. WATTS.

Hongkong, 4th December, 1907.

Two persons occupying one room, will be charged a rate and a half only.

Children under 12—half rates.

WEEK-ENDS—Saturday afternoon to Monday morning—\$7 to \$10.

Two persons occupying one room, will be charged a rate and a half only.

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SPECIAL REDUCED SUMMER RATES

PER DAY \$4 to \$7 according to Room selected.

WEEK \$25 to \$40 do. do. do.

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SPECIAL TERMS FOR FAMILIES.

Excellent Cooking by AH CHEONG, for over

seventeen years Chief Cook with the

late Mr. J. W. OSBORNE.

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Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.

Macao is 40 miles south-west of Hongkong.

Two steamers (s.s. Sui An and Sui Te) daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.

Cable Address—“BOAVISTA.”

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VISITORS TO CANTON.

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FROM HONGKONG TO CANTON,

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CAPTAIN C. V. LLOYD (s.s. "FATHAN")</p

THE MOHAMMED TRIBES.

DESCRIPTION OF THEIR COUNTRY.

The Mohammed tribes hold the country bounded on the south by the Label River, from Jellalabad to its entrance into British territory, and on the north by Bajour. They extend westwards to the hill country about the Kunar River, and in the east they touch the Peshawar border and the Utman Khel country lying about the junction of the Swat and Panjkora Rivers. Under the Durand Treaty they came partly under the political influence of the Indian Government and partly under that of the Amir of Kabul. The actual demarcation of the zones of influence has never been carried out, the attempt to form a Boundary Commission having come to nought a few months previously. The following is an official description of the Mohammed territory: "The country of the Mohammedans is divided naturally into two parts, the rich alluvial lands along the bank of the Kabul River from Jellalabad to Lulpar, and the country to the east of Lulpar, consisting of a network of hills and valleys. The principal of the latter are the valleys of Shillman, Gands and Pandals. They are, as a rule, dry and arid water-courses, raging torrents in heavy rain, but usually presenting a stony and shingly bed, from which slopes of barren ground lead to the rocky spurs and ranges that flank them." As the Durand Boundary runs from Lulpar eastwards separating the basin of the Kunar and Panjkora Rivers, the most considerable portions of the country are within the British zone. The fighting strength of the whole tribe is put at between 17,000 and 18,000, the Bajour accounting for one-half of the total. These hold the eastern part of the country adjacent to Bajour and the Utman Khel border. The Mohammedans had not been accounted an enemy of much importance in conflicts with our troops before 1897. In 1890 they made but a poor resistance, when some 5,000 of them, who had crossed the Kabul River near Dakka, were attacked by a column of 850 strong under Colonel Boisragon. On an earlier occasion, in 1878, a small detachment of 170 men of the Mewara Battalion, under Captain O'More Creagh, successfully held a position near Kana Dakka against several thousand Mohammedans who attacked for six hours.

As a tribe, the Mohammeds are split up into six clans: the Bajour already mentioned, good fighting men; the Tukkai (including the Ias Khel and Barhan Khel), 2,800; the Hallumai, 2,600; the Khwaisai, 1,800; the Dawaiai, 800 and the Utmanai, 400. There is a comparatively easy route into their country from Matis, a few miles north of Shabkar, over the Izazai Pass. This is known as the Al-kandi route, and it might have been used by the Chitral Relief Force in 1895 in preference to that over the Malakand, but it was thought desirable not to enter the Mohammed country at that time.—*Times of India*.

CHINESE CREWS ON BRITISH STEAMERS.

The employment on British steamers of Chinese crews has attracted considerable attention at home recently. Not many weeks ago it was openly alleged in the House of Commons that British shipowners were engaged in a vast conspiracy to man their vessels with Chinese, mainly with the object of defeating the Workmen's Compensation Act and the new food scale. That there is no foundation for such a statement has been shown by Mr. W. H. Raeburn, who has placed in the hands of the Board of Trade a mass of evidence that entirely disposes of the prevailing belief that Chinese crews are cheaper than European seamen. It is made clear that the employment of Chinese is due to very different considerations, which are far from creditable to the Europeans who have hitherto been employed. Mr. Raeburn addressed queries to and received answers from twenty-one Glasgow shipping firms. He sought and obtained facts and figures and not mere academic expressions of opinion. Almost with one accord the replies were that Chinese were employed, not because they demanded lower wages—their wages in most instances that were cited exceed those paid to the white seamen—but because they were more efficient, more economical in the long run, and did not get drunk or desert at the first opportunity. Much of the answer given refers to Chinese and white firemen, and it is shown that for years past the British fireman has been the terror and despair of his officers, until finally owners, masters, and engineers welcome the Chinese substitute. In Shanghai we have some idea of how troublesome white stokers and firemen can be, and regrettable as it is, we are forced to the conclusion that the employment of Chinese in the stokeholds is not due to a despicable desire for gain, but is resort to in the interests of peace and efficiency on board, where the European fireman with his desertion, drunkenness and insubordination is a constant source of anxiety to all concerned. In most cases it has been with the utmost reluctance that his services have been dispensed with, and the remedy now lies in his own hands. To be reinstated the British fireman must cultivate those qualities which he lacks so notoriously at present. It is useless to seek for legislation that shall forcibly replace good workmen by a bad; the Chinese seaman will not be ousted until the unavoidable notoriety of his British colleague has been replaced by a reputation for readiness, sobriety and efficiency.—N.C. *Daily News*.

THE PERIL OF THE FINS.

It is to be feared that the dissolution of the Diet of Finland is only the beginning of a serious struggle in which the autonomy of the Grand Duchy may be gravely imperilled. The immediate causes of the quarrel between the Diet and the Tsar are many and complicated, but its real origin must be sought in a growing incomparability, which, so far as the Fins are concerned, has manifested itself in the election of the most democratic Parliament in Europe. Out of the two hundred seats in the Diet, no fewer than eighty were held by Socialists, who, together with twenty-four young Fins and two Christian Socialists, formed the majority in the Assembly. Under any circumstances it would be difficult for the Tsar to work harmoniously with such a Parliament, but when he himself is backed by a Reactionary Duma in St. Petersburg, the difficulty becomes very much aggravated. The most alarming symptom in the present crisis is the tendency of the Duma to demand the abolition of the autonomous privileges of Finland and the reduction of the Grand Duchy to the position of an ordinary province of the Empire. This course has, indeed, been openly advocated in the Duma. The Imperial Government, of course, is not likely to act upon it at this moment; but if the struggle with the Diet is prolonged, and there seems to be little hope of the new elections producing a Diet less Radical than the old—the Tsar's advisers may welcome the opportunity of fixing on the Duma the responsibility for an act which has long been one of the most cherished ambitions of the Autocracy. It is to be hoped that this will not happen, for the abolition of the constitution of Finland would be a crime only second to the Partition of Poland.

THE RAW SILK TRADE.

NECESSITY FOR REDUCED COST OF PRODUCTION.

The *Jiji Shimpo* recently remarked that although Japan's raw silk trade has been suffering from a severe blow inflicted by the financial panic in America and the trade depression has greatly affected the domestic money market, a careful investigation of the general conditions of the trade will reveal the fact that the situation is not as gloomy as it is represented by some people. The total quantity of raw silk exported from the beginning of the season last year up to the end of March this year amounted to 8,660,457 kind, of Yen 96,509,350 in value. These figures as compared with those for the preceding three years are as follows:

June 1904 to May 1905	9,539,208 kin, Yen 88,508,590
June 1905 to May 1906	7,730,015 kin, Yen 78,239,626
June 1906 to May 1907	8,774,232 kin, Yen 10,901,720
June 1907 to March 1908	8,660,457 kin, Yen 96,509,350

Supposing that 2,000,000 kin should be exported during April and May, say, Yen 820 per 100 kin, the total value of raw silk exported during the season 1907-8 will come 113 million yen, showing an increase of Yen 3,000,000 on the season 1906-7, which proved a most prosperous period. The only difference is that the manufacturers bought the cocoons last year at high prices, when the raw silk market was very active, and consequently they have had to suffer loss on account of the present depreciation of the market. It must be remembered, however, that the cocoon producers have made much profit by selling cocoons at unusually high prices. Even assuming that last year's value was about 18 per cent. more than that of the preceding year, the amount of export is not as bad as to warrant the extreme pessimism expressed in some quarters. With regard to this year's prospects of the trade in America and Europe, it must be admitted that the outlook is by no means bright, and it is doubtful whether the new season's silk can fetch such good prices as were made last year. At the same time, it is quite possible that low prices will stimulate an increase of demand amongst the consumers abroad, where silk fabrics are beginning to be used more as articles of general utility than of luxury. Such being the case, the most important point to be aimed at by the Japanese socioculturalists would be the sale of raw silk at as low a price as possible, keeping down the cost of production to the lowest possible margin. To begin with, strict care should be exercised as to the price to be paid for cocoons, avoiding as much as possible the forcing up of the price by means of competition amongst the buyers. According to the opinions of experts, the supply of mulberry leaves this year is likely to be made more plentiful than during last season owing to the extension of the mulberry gardens. If this prognostication proves accurate it will enable the raisers of cocoons to sell their produce cheaper than was the case last year, and this will result in a reduction in the cost of production. There has been a tendency amongst the Japanese raw silk producers of late years to gain exorbitant profits, but in view of the prevailing condition of the market, which is likely to continue unfavorable for some time to come, it is necessary for them to endeavour to place the article on the market at as low a price as possible.

MOHAMMEDAN SUFFRAGETTES.

UNIQUE PROCLAMATION.

A committee of Mohammedan women at Orangutang has sent the following address to the Muslim deputies in the Duma:

"Although our holy religion made us free, we are oppressed by our ignorant despots of husbands and, like slaves, we are compelled to submit to their caprices. The Chariot prescribes that women have the right to study, to travel to pray in the Mosque, to make pilgrimages to Mecca, to engage in all branches of trade, to sign bills of exchange, and to be sisters of charity. Muslimah women exercise this right in Arabia and other countries, where they have founded various societies, built Mosques, and organised charitable institutions. Many have written books, and among them are several famous authors and poets. Our Prophet's wife accompanied him to the wars, and studied science and foreign writers."

"Now, our husbands prevent us even from studying our own religion. We are not allowed to read religious books. Our Image savants (Muhibah), who are proud of their designation, are coming with 'Black Hundred' journalists, and the replies were that Chinese were employed, not because they demanded lower wages—their wages in most instances that were cited exceed those paid to the white seamen—but because they were more efficient, more economical in the long run, and did not get drunk or desert at the first opportunity. Much of the answer given refers to Chinese and white firemen, and it is shown that for years past the British fireman has been the terror and despair of his officers, until finally owners, masters, and engineers welcome the Chinese substitute. In Shanghai we have some idea of how troublesome white stokers and firemen can be, and regrettable as it is, we are forced to the conclusion that the employment of Chinese in the stokeholds is not due to a despicable desire for gain, but is resort to in the interests of peace and efficiency on board, where the European fireman with his desertion, drunkenness and insubordination is a constant source of anxiety to all concerned. In most cases it has been with the utmost reluctance that his services have been dispensed with, and the remedy now lies in his own hands. To be reinstated the British fireman must cultivate those qualities which he lacks so notoriously at present. It is useless to seek for legislation that shall forcibly replace good workmen by a bad; the Chinese seaman will not be ousted until the unavoidable notoriety of his British colleague has been replaced by a reputation for readiness, sobriety and efficiency.—N.C. *Daily News*.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 18th at 11.55 am.—The barometer has fallen very rapidly in E. Japan owing to the depression, which is moving towards E.N.E. to the South of Hokkaido.

Another depression has appeared over N. China, where the barometer has again fallen quickly.

Pressure has increased over W. Japan and S. China. It is highest over the latter area.

Moderate N.E. winds may be expected in the Formosa Channel, and along the Northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.31 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

N.E. winds, moderate; cloudy,

some rain.

Farmos Channel ... Same as No. 1.

South coast of China between ... Same as No. 1.

Hongkong and Lamocka ... Same as No. 1.

South coast of China between ... Same as No. 1.

Hongkong and Hainan ... Same as No. 1.

INDIAN ITEMS.

Lady Minto is expected to return to Simla this month, leaving the Ladies Eileen and Violet England.

The Rangoon Oil Co. made a profit of 61 lakhs for the half year ending in March and pays a 50 per cent. dividend.

The North-West Coal Co. of Calcutta pays a dividend at the rate of 20 per cent. per annum on the last half year's working.

It is proposed to raise the status of the Asiatic Society of Bengal which will be, in future, called the Imperial Asiatic Society of India. Dr. Schuster, who recently received an honorarium of Rs. 5,000 for delivering a series of scientific lectures to the University will be elected the first Fellow of the new Society.

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AMUR RAILWAY.

A MEANS OF COMBATING THE YELLOW FEVER.

The "Tempt" devotes its leading article to a review of the debate in the Russian Duma on the Amur railway project. This is a question which interests the French financial and commercial public very largely, since the money required is almost sure to be asked from Paris, and the English market will also probably contribute if the project ever matures. The sketch given by the "Tempt" opens by saying that the object of the line is to connect the Trans-Baikal and Vladivostok provinces. Thirteen years ago, when it had to be considered where the terminus of the Siberian Railway should be placed, two plans were put forward. The first of these was to follow the line of the Chilka and the Amur along the frontier, and the other to cut across the area that would have been formed by passing through Chinese territory, to Port Arthur. The latter was chosen, with the result of the war and the Treaty of Portsmouth.

The Russian Government have now again to seek a means of connecting Vladivostok with the Siberian trunk line by a branch that shall run exclusively through Russian territory.

Last year the Government asked the Duma for the necessary credit, but the Duma was dissolved before it could "vote" it, and the Council of Ministers opened a first provisional credit. It is this credit which the Duma is now asked to cover with its responsibility.

According to the statement made by M. Stolypin, the Manchurian railway no longer answers the strategical and commercial purposes for which it was built. Russia is prohibited by Article VII. of the Portsmouth Treaty from using this line for purposes of military transport.

Furthermore, all Russian expansion in Manchuria has come so completely to an end that there is a yearly deficit of about £1,700,000, and the railway is used as a means for Chinese expansion in a way to threaten Russian interests at Blagoveshchensk.

In order to meet this danger, it is desirable to people the provinces of the Amur, which last year had only 170,000 Russian inhabitants, with more Russian, and face the "yellow peril" by a Russian line between the Trans-Baikal and the Amur districts.

The adversaries of the project urge that there is not sufficient proof that the extreme Eastern provinces can be saved by these means. They fear the useless expenditure of a sum which they put at £24,000,000, and apprehend a yearly deficit of 200,000 for at least twenty years, making up a total of about fifty millions sterling.

They also argue that the railway answers all requirements, and that nothing would justify the huge expenditure which they foresee. There has been a certain amount of talk during the last month or two on this subject, and it is expected that before long a very large loan will be asked for this and other projects. It is considered certain that Russia, having come to terms with all her political adversaries, will, without delay, set about seeking the free outlet to the sea that she has been denied in Europe—on the Persian Gulf—and at Port Arthur.

PROPERTY DEFENCE.

LORD WENMYS AND THE SOCIALISTS.

Lord Wenmyns presided last month at the annual meeting of the Liberty and Property Defence League, held at the Westminster Palace Hotel, and in moving the adoption of the report said he was anxious to press on the members of the association and those who loved liberty to say nothing of those who had anything to lose—to take united action. If they were united and cast aside politics and persons, they would save themselves and the country from Socialism. Two properties were being attacked at present—land and the licensed trade. It was in the interests of the landowner to defend the public, in his license, as it was in the interests of the public to defend the landlord, and he urged the immediate necessity for unity and combination. Neither party of the State was bound by any principle other than that of catching votes, and public policy was made by the apology for private plunder. The Licensing Bill was social burglary instead of burglary by the Jenny. (Hear, hear.) He himself had brought in a little Bill which had been variously received by the party which called itself the great Socialist party. They had passed resolutions strongly in favour of the Bill, which he hoped to make great use of in the House of Lords. He had received a letter which suggested the insertion of a clause that the working of the Act should be entrusted to those experienced in the practice of spoilation to those who had served not less than ten years as convicts in Portland. (Laughter.) Then he noticed his Bill had received the support of a speaker at Coker's Hall. (Laughter.)

THE COMING GENERAL ELECTIONS IN JAPAN.

BUSINESS MEN AS POLITICIANS.

It is generally conceded, writes the *Jiji Shimpo*, that the financial projects undertaken by the Government of late years are often at variance with the views held by business men, and this has caused strained relations between the two. Generally speaking, the Government is not sufficiently well posted in the actual conditions of economic circles, and whatever it is that is projected emanates out of mere discussion; while the business men on the other hand, have hitherto paid but little attention and remained indifferent to what is done by the Government, despite the fact that such matters vitally affect their interests.

To remedy this defect it is necessary that the business men should take an active part in the country's politics and make their voice heard by the Government.

The Government is not sufficiently well posted in the scope of its operations to the colonisation of Palestine. It says that this is the "great ideal" of Zionism, the return of the chosen people to the Promised Land. The proposed restriction is opposed by Mr. Zangwill and a minority of the shareholders, who say that in view of the attitude of Turkey towards the Jews, the company should not be allowed to proceed with its operations.

It is necessary that the business men should be interested in the welfare of the Jewish race in all parts of the world.

The company is now seeking the permission of the Court of Chancery to restrict its operations to the colonisation of Palestine.

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The company is now seeking the permission of the Court of Chancery to restrict its operations to the colonisation of Palestine.

<p

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER, at the Office of THE DAILY PRESS only, and special business matters to THE MANAGER.

Advertisements and Subscriptions which are no longer required or for fixed period will be discontinued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS, Coden A.B.C., 5th Ed. Lieber's Agents.

P.O. Box, 33, Telephone No. 12.

NEW ADVERTISEMENT

PUBLIC AUCTION.

THE Undersigned have been favoured with instructions to Sell by Public Auction, **ON MONDAY,** the 25th May, 1908, and on the following days, All the Furniture within the residence of the late Mr. A. H. BENNIE "The Fire" Magazine Gap Road. Sale to start at 2 p.m. each day.

VALUABLE HOUSEHOLD FURNITURE.

Comprising—AMERICAN-MADE SETTEES and HATSTAND Combined with Bevelled Glass, SILK-EMBROIDERED WALL HANGINGS, BRONZE and BRASS WARE, TAPESTRY & PLUSH-COVERED SOFAS and CHAIRS, MOROCCO LEATHER COVERED SOFAS and CHAIRS. A large Assortment of CANTON CARVED BLACK-WOOD WARE, CARVED ROSEWOOD DESK and CHAIRS, BRONZE FIGURES with ELECTRIC LIGHTS COMBINED, AMERICAN-MADE EXTENSION DINING TABLE and CHAIRS, CABINETS PLATE CHEST, DOUBLE and SINGLE IRON BEDSTEADS with Wire and Hair Mattresses, MARBLE-TOP WASH-STAND, OVERMANTELLES, WARDROBES with Bevelled Glass, MARBLE-TOP BUREAU with Bevelled Glass, GLASS, CROCKERY, E.P. and SILVER WARE, DINNER SERVICE, CARPET & RUGS, A number of STEEL ENGRAVINGS, &c., &c.

Also One Large CLOCK by John Noble, One GRAMOPHONE and RECORDS, One FULL-SIZED ENGLISH BILLIARD TABLE by John Roberts with Accessories Complete, One IRON-SAFE by MILLINKS, One Lot of BOOKS, A large quantity of WINES and SPIRITS, STORES, &c., &c. On View from FRIDAY, the 22nd inst. Catalogues will be issued.

TERMS.—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 19th May, 1908.

866

AUCTION.

BY ORDER OF THE MORTGAGEE,
PUBLIC AUCTION.

Mr. GEO. P. LAMMERT, Auctioneer, has received instructions to sell by PUBLIC AUCTION **ON THURSDAY,** the 21st day of May, 1908, at 12 o'clock NOON, his SALE ROOMS, No. 3, Duddell Street, THE VALUABLE LEASEHOLD PROPERTIES, IN ONE LOT, known as No. 115, JEROVIS STREET, Victoria, Hongkong.

The Property consists of all that piece or parcel of ground situated at Victoria in the Colony of Hongkong and registered in the Land Office as SUBSECTION, No. 1 OF SECTION "A" OF MARINE LOT No. 34 and has an area of 760 Square Feet.

Proportion of Crown Rent payable \$13.40 per annum.

Particulars and Conditions of Sale may be had from the Vendors' Solicitors.

Messrs. DEACON, LOOKER & DEACON, No. 1, Des Vaux Road Central, and also from

THE AUCTIONEER,

Hongkong, 14th May, 1908.

841

FOR SALE

FOR SALE

FINE SITE on the Bowen Road, Ready for Building at a Cheap Price.

PERCY SMITH & SETH, Accountants & Auditors, &c., No. 5, Queen's Road Central.

Hongkong, 16th May, 1908.

853

STORAGE.
FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 235 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE. For Particulars, apply—

GEO. FENWICK & Co., Ltd., Hongkong, 8th June, 1908.

194

OFFICES in ALEXANDRA BUILDINGS.

Apply—

SECRETARY,

A. S. Watson & Co., Limited.

Hongkong, 23rd April, 1908.

[91]

TO LET.

EITHER Side of the DOUGLAS WHARF.

Terms on Application to—

DOUGLAS LAFRAIK & CO., General Managers.

DOUGLAS STEAMSHIP CO. LTD.

Hongkong, 31st March, 1908.

637

TO LET.

N. 2, MACDONNELL ROAD.

Apply to—

COMPTAIRE'S DEPARTMENT,

Nippon Yusen Kaisha.

Hongkong, 3rd June, 1908.

[53]

TO LET.

OFFICES in HOTEL MANSIONS.

Apply to—

HENRY HUMPHREYS,

Alexandra Buildings.

Hongkong, 1st May, 1908.

785

TO LET.

"GLENWOOD" CAINE ROAD, suitable

for a Boarding house or Club. Contains 26 Rooms.

No. 1, COLLEGE GAEDENS, Furnished.

For 5 or 6 Months, cheap rental.

OFFICES in Bank Buildings, Top Floor.

From 1st July, 1908.

BEACONSFIELD ARCADE, Fine Offices

and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL,

Top Floor, (over Caldecott MacGregor).

OFFICES in Queen's Road Central.

BELLIOS TERRACE HOUSES,

ROBINSON ROAD.

No. 3, DUDDELL STREET SHOP.

No. 2, DES VEAUX VILLAS (PEAK).

No. 57, PRAYA GRANDE, Macao.

Apply to—

LINSTEAD & DAVIS,

3rd Floor, Alexandra Buildings.

Hongkong, 6th May, 1908.

[89]

TO LET.

NO. 1, CHANCERY LANE, Six-Roomed House. Electric Lights. Put in thorough repair. With immediate possession.

FOUR-ROOMED HOUSE in Morrison Hill Gap Road. Suitable for Married Couple with Small Family. Rent low.

EUROPEAN FLATS in "WILD DELL BUILDINGS." Rents low.

No. 9, "WILD DELL BUILDINGS" Large and airy Godown within easy access of the water front.

Apply to—

PERCY SMITH & SETH,

Accountants & Auditors, &c.,

5, Queen's Road Central.

Hongkong, 13th May, 1908.

854

TO LET.

OFFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground.

A HOUSE in EPION TERRACE.

No. 10, DES VEAUX ROAD CENTRAL, 1st floor.

"HATHERLEIGH" Conduit Road.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST. BLUE BUILDINGS and No. 16B, Des Veaux Road next to the HONGKONG HOTEL.

FLATS in MORTON TERRACE.

Apply to—

THE HONGKONG LAND INVEST.

MENT & AGENCY CO., LTD.

Hongkong, 11th May, 1908.

83

TO LET.

CHAMBERS in No. 2, WYNDHAM STREET, Moderate Rent.

One ROOM with Veranda and Small Room on the Second floor of No. 8, Des Veaux Road Central, above our Office. Suitable for business premises or dwellings.

First Floor of No. 6, Queen's Road, Central, comprising Six Large Rooms and Outhouses suitable for business Premises or Dwellings, now occupied by

JOHN BOERMANN.

Apply to—

DAVID SASSOON & Co. LTD.

Hongkong, 7th April, 1908.

[96]

TO LET

TO LET

FROM 1ST MAY.

K OWLTON MARINE LOT 48, Yau Ma Tei, Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—

HUMPHREYS ESTATE &

FINANCE CO., LTD.

Hongkong, 18th January, 1908.

[21]

TO LET.

12, ARBUTHNOT ROAD—6 Rooms.

Apply to—

E. A. & C. F. de CARVALHO,

14, Arbutnnot Road.

Hongkong, 25th April, 1908.

[762]

TO LET.

YOKOHAMA SPECIE BANK LIMITED.

G ODOWN at Davies Street, Kennedy Town, lately occupied by the STANDARD OIL COMPANY.

Apply—

CHATER & MODY,

Hongkong, 24th March, 1908.

[602]

TO LET.

N O. 27, 31 and 33, SEYMOUR ROAD.

No. 61, CAINE ROAD.

Apply to—

SAM WANG CO., LTD.

61, Queen's Road Central.

Hongkong, 22nd April, 1908.

[90]

TO LET.

G ODOWN, No. 54, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 8th May, 1908.

[23]

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply—

SECRETARY,

A. S. Watson & Co., Limited.

Hongkong, 23rd April, 1908.

[91]

TO LET.

E ITH

INSURANCES

THE GLOBUS INSURANCE COMPANY
OF HAMBURG.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates. CARLOWITZ & CO.
Hongkong, 13th August 1908 28

AACHEN AND MUNICH FIRE IN-
SURANCE CO.
OF AIX LA CHAPELLE.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates. REUTER, BROCKELMANN & CO.
Agents. Hongkong, 21st April, 1908. 114

NORTH BRITISH AND MERCAN-
TILE INSURANCE COMPANY.
TOTAL FUNDS AT 31ST DECEMBER, 1907
217,837.119.

I. AUTHORIZED CAPITAL... 23,000,000
SUBSCRIBED CAPITAL... 2,700,000
PAID-UP CAPITAL..... 637,500 0
II. FIRE FUNDS..... 8,336,720 18 8

The Undersigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.

SHEWAN, TOWES & CO.
Agents.

Hongkong, 27th April, 1908. 114

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.,
have now 40,000 Cubic Feet of Cold
Storage available at EAST POINT. Stores will
be Open at 10 A.M. and 4 P.M. daily, Sunday
excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.

Hongkong 1st April, 1908. 43

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK".
All, A.B.C., and Engineering Code Used
NEW DOCK NOW OPEN.
DOCK No. 3.

Extreme Length... 722 feet
Length on Blocks... 714 "
Width of Entrance on Top... 96 "
Width of Entrance on Bottom... 88 "
Water on Blocks at Spring Tide 34 "

DOCK No. 1.
Extreme Length... 523 feet
Length on Blocks... 513 "
Width of Entrance on Top... 89 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide 34 "

DOCK No. 2.
Extreme Length... 571 feet
Length on Blocks... 350 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide 22 "

PATENT SLIP.
Suitable for vessels up to 1,000
Tons.

THE WORKS are well equipped with
LATEST PLANTS and APPLI-
ANCES to undertake BUILDING of
REPAIRING SHIPS, ENGINEERS and
BOILERS; and also ELECTRICAL
WORK.

A LARGE STOCK of MATERIAL is
always kept on hand.

THE COMPANY has the powerful steamer
"OURA-MARU" (712 tons, 700 I.H.P.)
especially built for SALVAGE PURPOSES,
equipped with necessary gear, always ready
Short Nat... 799

THORNE'S
OLD VAT

PER CASE

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"DELHI"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their goods are
being landed and placed at THE BIRDS in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
goods are landed.

This vessel brings on cargo:-
From London, &c., ex s.s. Britannia
and Standard.
From Calcutta, ex s.s. Nyanza.
From Persian Gulf or B.L.S.N. and
B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless
instructions are given to the contrary within
6 hours.

Goods not cleared by the 19th inst., at 4 P.M.,
will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the Go-
downs for examination by the Consignees and
the Company's representatives at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the goods have
left the Godowns.

F. J. ABBOTT,
Acting Superintendent,
Hongkong, 13th May, 1908. [1]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ,
ADEN, BOMBAY, COLOMBO,
PENANG AND SINGAPORE.

THE Company's Steamship

"TRIESTE"

having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed
at their risk, into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd., whence
delivery may be obtained.

Optional Cargo will be discharged here unless
notice to the contrary be given immediately.

No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent to the Office of the Undersigned before
Noon on the 22nd inst., or they will not be
recognized.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the
22nd inst., will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & CO.,
Agents.

Hongkong, 15th May, 1908. 3

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "BRAEMAR,"

FROM GLASGOW, LIVERPOOL AND
STRAITS.

CONSIGNNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd., whence
delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 3rd inst., will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
20th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 23rd inst., at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LTD.,
Agents.

Hongkong, 16th May, 1908. 359

SANG MOW.
RATTAN AND GRASS
FURNITURE MAKER.

CHAIRS, TABLES, SETTERS &
LONG CHAIRS.

BAMBOO BLINDS, MATTINGS
in all colours on Sale.

All Orders receive prompt attention.

59A, QUEEN'S ROAD CENTRAL,
HONGKONG.

Hongkong, 20th February, 1908. 401

MITSU BISHI GOSH KAISHA
(MITSU BISHI & CO.)

O O A L D E P A R T M E N T
M A R U N O - U C H I , T O K Y O .

Cable Address, "IWASAKI",
which applies to all Branch Offices.
AI, ABC 5th Ed., Western Union Codes used
All Letters to be Addressed:

MANAGER, MITSU BISHI Co.

BRANCH OFFICES:-

NAGASAKI, MOJI, KOBE, KARATSU
SHANGHAI, HONGKONG, &

HANKOW.

AGENCIES:-

YOKOHAMA: M. ASADA, Esq.

CHINKIANG: Messrs. GHAING & CO.

MANILA: Messrs. MACONDRAY & CO.

SOLE PROPRIETORS of Takashima
Ochi, Nagasaki, Shunew, and Hojo Cloches
and

Sole Agents for MIYAO and KISHIDAKE
COALS.

X. SHIBUYA, Acting Manager,

No. 2, Peader Street, Hongkong.

761

These tiny
Capsules
—superior
to Copala,
Cubeb, and
Injections—cure
the same diseases as these drugs
in forty-eight hours without
inconvenience.

Each Capsule bears the name
"MIDY".

FOR DISEASES OF THE CHEST
GRIMAUD'S
SYRUP
OF HYDROPHOSPHITE OF LIME.

Prescribed in France for the last
30 years. It retains its reputation for
CONSUMPTION, OBSTINATE COUGHS,
COLD, DISEASES OF THE CHEST,
LUNGS, and BRONCHIAL TUBES.

THE KEY OF KNOWLEDGE.

"I cannot condemn man for ignorance," says Sir Thomas Browne, "but behold him with as much pity as I do Lazarus." This is the beauty of a man who loves learning like a mistress. "I envy no man that knows more than myself," he declares, "but pity them that know less." There is but one thought that dejects me, that my acquired parts must perish with my self, nor can be legacyed among my

an age in which the civilised nations of an irrational world, in which pleasure is the end of existence, and logic the law, will turn to the savages for enlightenment on elemental truth. By what process of logic in those days will the political economists defend the continued existence of old people? Will it not be said by them discussing the population problem that a man past sixty should be as much compelled to enter the lethal chamber as a child should be compelled to enter the school? Will it not stand as a startling truth that it is for the good of a wage-earning, pleasure-seeking humanity to destroy the unprofitable old? Marriage will go—whether for good or evil; let it rest with sexual novelists to decide; and instead of it, Monicas we shall have Madam Marriages. The family will disappear. Pascal will no longer man on his stoic floor, but will play State-ordered games in State universities, where every nurse is a constitutional dame, and every master a patriotic sire. Freedom will be triumphant, the freedom of the farmyard. To obey the natural appetites, with State doctors to restore the flagging energies, will be the end of existence. There will be no restraint, no limits but the bounds of the stomach; logic will reign. "Eat, drink, for to-morrow we die." Can there be any other gospel among an educated democracy convinced that existence has no aim but pleasure? and that death ends everything? I appeal to the old Adam.

Here strikes in the patient priest, rubbing smooth hands and smiling with obsequious triumph. "Ab, my friend, without me, as I have told you from the first, your State becomes an anarchist, and Life a Satyr." "Good Priest," we make answer, "there was morality in the world before your Brixianies, and Religion before St. Peter mended a net. Consider the Psalms, 'tis the sense of God, and not a dogma concerning Him, which gives life to the soul. It may be that your religion is the true one, but we find it makes confid, and we are in search of peace. Rather from the field, assemble yourselves together, and when Pope, Archbishop, Priest, Deacon, Pastor, Minister, Salvation General, and Hodge Preacher have agreed together exactly what it is you would teach to Christ's little ones, come to us again, and we will confer with you."

For it is not a madness that men should be contending to teach children that which divides themselves into the most bitter hatreds known to history? The State cannot make itself party to these tremendous but parochial conflicts. And yet because she meant kindly but firmly shut her door on bigoted dogmas, she need not therefore close the gates of heaven to her children.

And now we reach the heart of our subject. What is the solution of the religious difficulty?

The answer, we think, lies in the head of a child. No child can learn religion in a class.

It is God Himself who shuts the door on religious instruction. Good and gentle Christians must bow to His decree. They must accept it. No child in the history of the world has yet been better or worse for a religious dogma, a boy will fight if his mother's honour is assailed, or if an apple be cast from his play-box; but not because he believes in the Pope's infallibility, or in the integrity of the thirty-nine articles. A child cares nothing for these things. I myself am a Christian, and I would a thousand times rather my children went into life penitent than Christless, but can no more get them to comprehend a dogma than I can persuade them to remove mountains by faith. I leave them with Nature: I show them the work of God; I stimulate their curiosity; I nourish their reverence; I give them the sense of responsibility; I teach them to pray. Let any father who has an intelligent child tell him of the Incarnation, of the Trinity, of the Atonement; let him insist upon the child learning these dogmas in any language he may choose; and then let him declare, on his soul, whether the boy is any the better for them, intellectually, morally, or spiritually.

I protest that no child can comprehend the truth.

But who will say that a child is dead to Religion? Of a sooth, no mother who has ever loved. A child can receive the Kingdom of Heaven. A child is the eternal rebuke to the learned doctors. Those innocent clear eyes, whose vision is not yet narrowed to a single pursuit in the market-place, look up with a sublime confidence to the stars, and know that in heaven their angels behold the face of the Father. A child apprehends, as only a profound astronomer apprehends, the might, majesty and dominion of the universe. And to be aware of Power is to be a worshipper. I say that a child can see God, who cannot see light in a candle.

Therefore while the story of Christianity should be left for the mother or the priest to tell to little children, the State must be solicitous to succour the naturally religious disposition of the scholars. For the real soul of this question is not how to get dogma into a school but how to keep Mammon out. Persuade the world that you have God in your school, and they will grow cool to the priest. It is the atheist who must be kept out, not the priest who must be got in. In this beyond the wit of man to accomplish? I think it is the easiest thing in the world.

Perplexity comes from the division made by the disputants, between religions and secular learning. The scholar reveals the fallacy of this division. All learning—properly acquired—is religious; all knowledge is a key to the universe. The astronomer is a priest of God. The historian is His secretary. A child can be so lovingly instructed in arithmetic that it feels it stepping up to the measurement of stellar space. The very alphabet is holy; without it the greatest Doctor of the Church would be dumb before God. War exists on the question because foolish men on both sides of the controversy would limit the operations of the infinite God to a religious formula. It is because the champions of secular education declare themselves materialists, and degrade education to a means for earning the bread that perishes, it is because of this that the heresy exists. And yet peace is to be found in the whitewashed cell of the least of scholars. This same peace can be breathed into the schools of the nations. It needs but a spirit, and not a book or lesson. It needs but a recognition on the part of instructors, particularly headmasters, that the object of their instruction is the object every true scholar has found in Education—to glorify God and enjoy Him forever. They are teaching children to acquire an ability to approach Truth, an ability to admire nature, an ability to enjoy life. All learning is imparted is religious. All knowledge is sacred. Secular instruction is only atheistic and anti-Christian when it is that miserable deformity of Mammon, a means for "getting on" in the world.

Let a spirit of true scholarship permeate a school and there you have Religion. Teach children to know that they are forming their characters and giving direction to their souls in acquiring knowledge, teach them to feel that learning bestows a greater happiness than wealth, teach them to perceive that evolution is working for a nobler humanity—not without purpose—and teaching them this, you are teaching them Religion—all the Religion they will comprehend, all the Religion that will serve them when they come to years of discretion.

I can see how far short of the religious ideal such a spirit of reverence must seem to devout Christians, fearful of atheism. I can understand how ardently they aspire to transport with the ecstasy of Christ the tender minds of little children. But even were it possible to do this, Christianity must pay the price of her schisms. There is not one Christ in the world, but many Christs, and the hours of a school day are few. And yet all good Christians will listen to our pleading if we come with the acknowledgment upon our lips that we are not destroyers of Religion. They will ponder our reasoning if we assure them that our object is the worship and reverence of God. Now they fight and fight they must, because on the side of secular instruction, long-tongued and brass-lunged, is every atheist and anarchist among the nations. It is these people who must be silenced, who must be kept out of the school, not the priest who must be got in.

In conclusion, I rest upon the faith that the great majority of mankind acknowledges the presence of a Creator in the universe, and the working of a purpose in the evolution of the race. I count upon this host of common-sense to rest the dangerous notion that education has for its object the same struggle after riches which is now distracting the politics of the nations; and I believe that right spirit and a reverent understanding can so permeate the most secular undertaking, that just as Wordsworth is religious, and Victor Hugo is religious and G. Schiele is religious, and just as Beethoven and Wagner are religious, so the study of history, and the study of science can be religious also. Education, without Religion, can be religious. It is the spirit that maketh alive.

Let the bigoted on both sides remind themselves of the divine warning, "Wee unto you lawyers! for ye have taken away the Key of Knowledge; ye entered not in yourselves, and them that were entering in ye hindered."

SHIPPING.

ARRIVALS.

AMIGO, German str., 832, Franssen, 17th May.
Huphong May 14th, and Hoilow 16th.
Rice-Jones & Co.

ANDALUSIA, German str., 3,472, F. Block, 18th

May—Hamburg 4th April, and Singapore

12th May. General—Hamburg-Amerika

Lini.

ANGHIN, German str., 1,001, C. Kumpel, 17th

May—Bangkok May 8th, and Swatow 16th,

Rice—Butterfield & Swire.

ARRATOON APCAR, British str., 2,931, A.

Stewart, 17th May—Calcutta & Singapore

12th May. General—David Sassoon & Co.

BORNEO, German str., 1,344, P. Sembill, 17th

May—Sandakan 12th May, Timbo and

General—Melchers & Co.

CARDIGANSHIRE, British str., 2,689, W. O.

Tyres, 18th May—London and Singapore

12th May. General—Shewan, Tomes & Co.

GERMANY, German str., 765, H. Flügel, 18th

May—Sydney via Ports 6th April. Cope-

Siemens & Co.

HANGCHOW, British str., 699, Maylaw, 17th

May—Chinkiang 13th May, General—

Butterfield & Swire.

HOPBANG, British str., 1,359, Jas. M. Hoy, 17th

May—Wakamatsu 12th May, Coal—

Mitsui Bussan Kaisha.

KWONGSAM, British str., 17th May—Canton.

LAZETTE, British str., 2,904, J. Riley, 18th May

Hankow 12th May. General—Butterfield

& Swire.

LOONGANG, British str., 1,656, S. J. Payne,

18th May—Manila 15th May, General—

Jardine Matheson & Co.

LOO SOK, German str., 1,920, G. Schultz,

17th May—Bangkok 6th May, Rice—

Butterfield & Swire.

F. E. PREDICTION, German str., 5,001, E. Mal-

ebow, 18th May—Yokohama and Shanghai

16th May. General—Melchers & Co.

RUM, British str., 1,611, R. W. Almond, 18th

May—Manila 16th May. General—Shewan,

Tomes & Co.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE

18th May.

Achilles, British str., for Singapore.

Dugny, Norwegian str., for Newchwang.

Horwitz, British str., for Coast Ports.

Hougoon, British str., for Canton.

Helene Rickmers, German str., for Bangkok.

Hopson, British str., for Canton.

Lydia, German str., for Singapore.

Mathilde, German str., for Haiphong.

Shinchiku Maru, Japanese str., Saigon.

Triumph, German str., for Hooiow.

Wateling, British str., for Shanghai.

DEPARTURES

16th May.

ALVER, French cruiser, for Saigon.

17th May.

ANNA, Norwegian str., for Nagasaki.

18th May.

KWANTUNG, Chinese str., for Shanghai.

KWONGSAM, British str., for Shanghai.

KNIVSHEEG, German str., for K. C. Wan.

PAKHAI, British str., for Amoy.

YOCHOW, British str., for Canton.

SHIPPING REPORTS.

The British str. *Rubi* reports: Light airs and

fine weather.

The British str. *Lacerte* reports: Foggy

weather all down the coast, light airs and

smooth seas.

VESSELS IN DOCK

May 16th.

ABERDEEN DOCKS.—

Kowloon DOCKS—Sporzogon, Victoria, Kowloon,

H.M.S. Whiting, Likin, Taiyuan, Lung Tsing,

Chan Po, Xiaming.

COSMOPOLITAN DOCKS—Sabine Rickmers.

VESSELS PASSED ANJER.

April 26, British cable str. *Recorder*, Sim-

mmons, April 23, from Singapore, for Coco Id.

April 25, British str. *Heliopolis*, from East.

Dutch str. *Ulipen*, Brondi, April 29, from

Batavia, for Amsterdam.

Dutch str. *Ophir*, Sharp, March 29, from

Rotterdam, for Batavia.

May 4, Norwegian br. *Gau Par*, Gundersen,

April 30, from Batavia, for Padang.

May 5, British cable str. *Recorder*, Simmonds,

May 3, from Coco Island, for Singapore.

British str. *Nestor*, Day, March 28, from

Liverpool via Amsterdam, for Batavia.

VESSELS ON THE BEETH

DOUGLAS STEAMSHIP COMPANY

LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAIMUN."

Captain Passmore will be despatched for the

above Ports TO-DAY, the 19th inst., at 11 A.M.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD.,

Agents.

Hongkong, 15th May, 1908.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 5th May, 1908.

For Freight or Passage, apply to

SHAW, SASSOON & CO., LTD.,

Agents.

Hongkong, 19th May, 1908.

For Freight or Passage, apply to

WILLIAMS & CO., LTD.,

Agents.

Hongkong, 19th May, 1908.

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Hongkong, 19th May, 1908.

For Freight or Passage, apply to

WILLIAMS & CO., LTD.,

**PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP	JAPAN	About 20th May	Freight and Passage.
via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSAILLES	Capt. C. T. Denny, R.N.E.	May	Passage.
MOJI, KOBE and YOKOHAMA	PALERMO	About 22nd May	Freight only.
SHANGHAI, MOJI, KOBE, NAMUR and YOKOHAMA	Capt. H. W. Konrik, R.N.E.	May	Freight and Passage.
SHANGHAI	ARCADIA	About 23rd May	Freight and Passage.
LONDON via USUAL PORTS	DELTA	Noon, 30th May	See Special Advertisement.
OCEAN	Capt. B. W. Snow	May	Information.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 18th May, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	On 19th May, 4 P.M.
CEBU and ILOILO	"SUNGKUANG"	On 20th May, 9 A.M.
AMOY and SHANGHAI	"YOCHEH"	On 21st May, 4 P.M.
CHEFOO and TIENSIN	"HUICHOW"	On 26th May, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAunceston, NEW ZEALAND, MELBOURNE, ADELAIDE, PERTH and FREMANTLE	"TAIYUAN"	On 28th May, 4 P.M.

MANILA STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 19th May, 1908.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"WAISHING"	Tuesday, 19th May, Noon.
SHANGHAI VIA SWATOW	"WAISHING"	Tuesday, 19th May, Noon.
MANILA	"CHOYSANG"	Wednesday, 20th May, Noon.
TIENSIN	"LOONGSAMG"	Friday, 22nd May, 4 P.M.
SHI-HAI, YOKOHAMA, KOBE & MOJI	"CHEONGSHING"	Saturday, 23rd May, Noon.
MANILA	"FOOKSANG"	Wednesday, 27th May, Noon.
SINGAPORE, PENANG & CALCUTTA	"YUENSANG"	Friday, 29th May, 4 P.M.
SHANGHAI	"KUUSANG"	Saturday, 30th May, 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS. The steamers "WUJANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin it at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yaugtau, Poole, Chitao, Tientsin and Newchwang.

Telephone No. 61. For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.

Hongkong, 19th May, 1908.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
KUDAT & SANDAKAN	"BOONEO"	Middle of May.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ EITEL FRIEDRICH"	Wednesday, 20th May, at NOON.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PEINZ HEINRICH"	Wednesday, 20th May.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	Thursday, 21st May, at 5 P.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 7th May, 1908.

HAMBURG-AMERIKA LINIE, HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES via STEATS and COLOMBO to HAVRE, BREMEN and HAMBURG and NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Génova, and other Mediterranean and all North and South American Ports.

Also via Aden or Port Said by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE: S.S. "ANDALUSIA" 19th May.

FOR SHANGHAI, YOKOHAMA & KOBE: S.S. DORTMUND 25th May.

FOR SHANGHAI, YOKOHAMA & KOBE: S.S. ISTRIA 8th June.

FOR SHANGHAI, YOKOHAMA & KOBE: S.S. XANIA 16th June.

FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SILVIA 26th June.

FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SLAVONIA 8th July.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

CHARGEURS REUNIS,

FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD via SUEZ:—Antwerp, Dunkirk, la Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chinawantao, (Peking Tientsin), Kobe, Yokohama.

GANO to HONGKONG in 30 DAYS.

NAPLES to HONGKONG in 29 DAYS.

Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANSPACIFIC:—Victoria (B.C.) Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland.

Passenger to Overland and Europe via Vancouver

YOKOHAMA to VANCOUVER 13 DAYS.

YOKOHAMA to LONDON and PARIS 26 DAYS.

HOMEWARD via MAGELLAN STRAITS:—Mexico, River Plate, Brasil, La Pallice, Liverpool.

PROPOSED SAILINGS:

ADMIRAL MAGON ... 4th June

= MALTE ... 12th Oct.

ADMIRAL EXELMANS 25th July

= OCELAN ... 26th Oct.

= OUESSANT 27th Aug.

= CORSE ... 11th Jan. 09.

† No Passengers. + Intermediate Class and Rates of Passage.

+ New Twin Screw, 16,000 tons Displacement, 1st Class accommodation. Splendidly equipped with single berth Cabins. All Round the World. Tickets by these boats.

For further Particulars, apply to P. NALIN, ACTING AGENT,

FRENCH MAIL OFFICE.

Hongkong, 9th May, 1908.

THOS. COOK & SON,

ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.

TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED and FORWARDED at LOWEST RATES.

FOREIGN MONEY EXCHANGED.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED.

Full information on Application.

Head Office for the Far East: 16, DES VIEUX ROAD, HONGKONG.

Japan Office: 14, WATER STREET, YOKOHAMA.

SHIPPING IN PORT.

STEAMERS:

ACHILLE, British str. 4,433, R. C. Thompson, 17th May—Japan and Shanghai 14th May, General—Butterfield & Swire.

AKI MAI, Japanese str. 3,995, M. Yagi, 17th May—Seattal 14th April, via Japan and Shanghai 14th May, General—Nippon Yusen Kaisha.

AMIRAL DE BROUMLY, French str. 154, Chalais, 22nd April—Haiphong 18th April, Butterfield & Swire.

ANTICLUSUS, British str. 5,796, G. D. Keay, 14th May—Taicoma 7th April, General—Butterfield & Swire.

BRAMBAR, British str. 2,316, S. T. Saxby, 16th May—Singapore 10th May, General—Doddwell & Co.

CHOYBANG, British str. 1,424, A. E. Sandbeck, 16th May—Shanghai 12th May via Swatow, 16th May—General—Bardine, Matheson & Co.

CLAN MACMICHLAN, British str. 2,804, A. W. Simpson, 14th May—Java 27th April and Manila 11th May, General—Shewan, Tomes & Co.

DAGYU, Norwegian str. 883, O. Abrahamsen, 14th May—Daly 7th May, General—Merlin, surveying ship, 980 tons, Capt. G. W. Wallen & Co.

DAN AIRBLE, British str. 2,271, Camming, 10th April—Antwerp 10th February, and Singapore 4th April, General—Messengers Maritimes.

DUNEAR, British str. 1,907, A. R. Lee, 23rd April—Moj 23rd April, Coal—Shewan, Tomes & Co.

EXPRESS OF CHINA, British str. 3,043, R. Archibald, R.N.E., 5th May—Vancouver, B.C. 15th April, and Shanghai 2nd May, Mail and General—C.P.R. Co.

FEI, Norwegian str. 880, C. Wagle, 21st May—Newchwang via Darin and Chefoo 2nd May, Plain Beans and General—Asgard, Thoresen & Co.

FUNK, British str. 1,907, A. R. Lee, 23rd April—Moj 23rd April, Coal—Shewan, Tomes & Co.

GREGORY ARCAE, British str. 2,061, S. H. Belson, 12th May—Nagasaki 8th May, General—David Stevenson & Co., Ltd.

HARVEY, British str. 3,626, W. C. Passmore, 17th May—Fuchow 14th May, Amoy 15th and Swatow 16th, General—Douglas, Lepak & Co.

HARIPHONG, French str. 500, Pomfret, 22nd April—Haiphong 16th April, Butterfield & Swire.

HELENE RICHERM, German str. 3,636, Joh. Sanders, 12th May—Moj 6th May, Coal—Karberg & Co.

KWANGTZE, Chinese str. 1,457, R. Lincoln, 15th May—Shanghai 12th May, General—Chinese.

LADIES, British str. 1,340, Franklin, 30th April—Saigon 26th April, Rice and Dry Fish—Chinese.

LYDIA, German str. 1,772, C. Mayer, 16th May—Hankow 10th May, General—Hamburg-American Line.

MATILDA, German str. 881, Ulderau, 18th May—Haiphong and Hoienhau 15th May, General—Plaza-Jensen & Co.

MONGOLIA, American str. 8,750, H. E. Morton, 12th May—San Francisco 14th April, and Shanghai 9th May, Mail and General—Pasific Mail Steamship Co.

NEMITE, Dutch str. 1,436, Wester, 13th May—from Hawkow—Arnhold, Karberg & Co.

OXI, British str. 2,200,

POST OFFICE NOTICE

The *Prinz Heinrich*, with the German mail of the 21st April, left Singapore on Thursday, the 14th inst., at 10 p.m., and may be expected here to-day.
The *Tonkin*, with the French mail of the 24th inst., left Singapore on Sunday, the 17th inst., at 6 a.m., and may be expected here or about Sunday, the 24th instant. This packet brings replies to letters despatched from Hongkong on 21st March.

FOR

FROM

	DATE
San Francisco	Tuesday, 19th, 9.00 A.M.
Swatow, Amoy and Foochow	Tuesday, 19th, 10.00 A.M.
Shanghai, Nagasaki, Kobe and Yokohama	Tuesday, 19th, 11.00 A.M.
Singapore	Tuesday, 19th, 1.15 P.M.
Bangkok	Tuesday, 19th, 1.15 P.M.
Macau	Tuesday, 19th, 2.00 P.M.
Singapore, Penang and Calcutta	Tuesday, 19th, 3.00 P.M.
Saigon	Tuesday, 19th, 4.00 P.M.
Malaya	Tuesday, 19th, 4.00 P.M.
Cebu and Iloilo	Tuesday, 19th, 4.00 P.M.
Swatow, Amoy and Foochow	Tuesday, 19th, 4.00 P.M.
Batavia, Cheribon, Samarang, Soerabaya and Macassar	Tuesday, 19th, 4.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver B.C.	Tuesday, 19th, 4.00 P.M.

EUROPE, &c., INDIA VIA TUTICORIN.....
(Late Letters 11.00 to 11.30 A.M.) Extra Postage 10 cents.....
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Macao.....
Singapore.....
Macao.....
Shanghai, Yokohama, Kobe and Moji.....
Amoy and Shanghai.....
Manila, Friedrich Wilhelmshafen, Simpson-hafen, Herberghafen, Matupi, Brisbane, Sydney, Robert, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle.....
Swatow, Amoy and Foochow.....
Macao.....
Manila.....
Tianjin.....
Manila.....

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONGKONG and SAN FRANCISCO.....
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.....)

Macao.....
EUROPE, &c., India via Tuticorin.....
(Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents.....
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Chefoo and Tientsin.....
Keelung, Shanghai, Moji, Kobe, Shimizu, Yokohama, Victoria B.C. and Seattle.....
Singapore, Penang and Colombo.....
Shanghai, Yokohama, Kobe and Moji.....
Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle.....
Manila, Zamboanga, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle.....
Manila.....

BY ROYAL WARRANT.

THERE IS NONE BETTER
CANADIAN CLUB
WHISKY

TO BE HAD AT

H. RUTTONJEE & SON.
WINE & SPIRIT MERCHANTS.

JOINT STOCK SHARES.

COMPANY.	Paid Up.	Quotations.
Allahamia	Rs. 200	Nominal.
Banks—		
Hongkong & Shantung	\$125	\$70, sales London 274.10.
National B. of China	\$10	\$61, buyers
Bell's Asbestos E.A.	12s. 6d.	\$71, sellers
Tsinhai		
Sui Tai		
Gregory Apoor		
Denbighshire		
Team		
Andalusia		
Lacretes		
Achilles		
Shinkoku Maru		
Sunkiang		
Sosui Maru		
Chongkang		
Tjilwong		
Glenfarg		

P. E. Friedrich

Printed Matter and Samples.....

Registration.....10.00 A.M.

(Registration, with late fee of 10 cents, up to 10.45 A.M.)

Registration, Kowloon B.O.....10.00 A.M.

No late fee.

Letters.....11.00 A.M.

Wednesday, 20th, 1.15 P.M.

Thursday, 21st, 1.15 P.M.

Friday, 22nd, 3.0 P.M.

Saturday, 23rd, 10.00 A.M.

Sunday, 23d, 10.00 A.M.

Saturday, 23rd, 1.15 P.M.

Printed Matter and Samples.....

Registration.....10.00 A.M.

(Registration, with late fee of 10 cents, up to 10.45 A.M.)

Registration, Kowloon B.O.....10.00 A.M.

No late fee.

Letters.....11.00 A.M.

Saturday, 23rd, 1.15 P.M.

Printed Matter and Samples.....

Registration.....10.00 A.M.

(Registration, with late fee of 10 cents, up to 10.45 A.M.)

Registration, Kowloon B.O.....10.00 A.M.

No late fee.

Letters.....11.00 A.M.

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Wednesday, 27th, 1.15 P.M.

Thursday, 28th, 1.15 P.M.

Friday, 29th, 3.00 P.M.

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